Collisions by Number of Units Involved

While crashes involving a single vehicle occur less frequently than crashes involving multiple vehicles, the resulting injuries are often more severe. Single vehicle collisions were nearly three times more likely to result in a fatality than multiple vehicle collisions were. Table 6 shows the number of collisions and injuries for single and multiple vehicle collisions by the severity of the collision. Multiple vehicle collisions include collisions between a motor vehicle and a pedestrian or bicyclist.

Table 6
Collisions and Injuries by Number of Vehicles Involved: 2001

	Single Vehicle		Multiple Vehicles	
Type of Collision	Collisions	Injuries	Collisions	Injuries
Fatal	126	140	99	119
Serious Injury	497	640	720	975
Visible Injury	1,369	1,882	2,259	3,376
Possible Injury	1,107	1,617	3,279	5,531
Property Damage	5,057		11,577	

In 2001, single-vehicle collisions represented only 31% of all collisions, yet accounted for 56% of all fatal collisions. Of the 126 fatal single-vehicle collisions, 113 (or 90%) occurred on rural roadways.

Of the 99 multiple-vehicle fatal collisions, 12 involved a pedestrian and 2 involved a bicyclist. Only 38% of all fatal collisions involved two or more motor vehicles. Of the 99 fatal multiple-vehicle collisions, 72 (or 73%) occurred on rural roadways.

Figures 2 and 3, on the following page, show the most prevalent contributing circumstances for single- and multiple-vehicle collisions. The "all other contributing circumstances" categories combine the remaining contributing circumstances. Contributing circumstances of none, not applicable and unknown were excluded from the total.

Speed played the biggest role in single-vehicle collision, contributing to more than 1 out of every 3 collisions. Speed also contributed to 10% of all multiple-vehicle collisions.

Inattention/Distraction was the most prevalent contributing circumstance for multiple vehicle collisions and the second most prevalent for single-vehicle collisions. Inattention/Distraction contributed to almost 1 out of every 5 collisions involving one vehicle and almost 1 out of every 4 collisions involving two or more vehicles.

Figure 3
Single-Vehicle Collisions – Contributing Circumstances: 2001

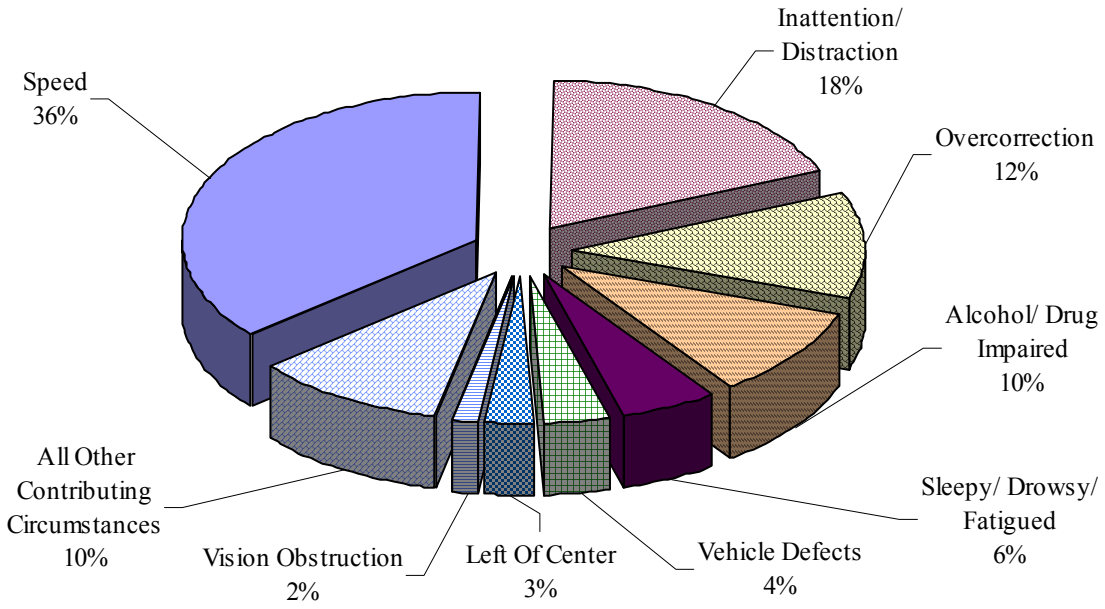

Figure 4
Multiple-Vehicle Collisions – Contributing Circumstances: 2001

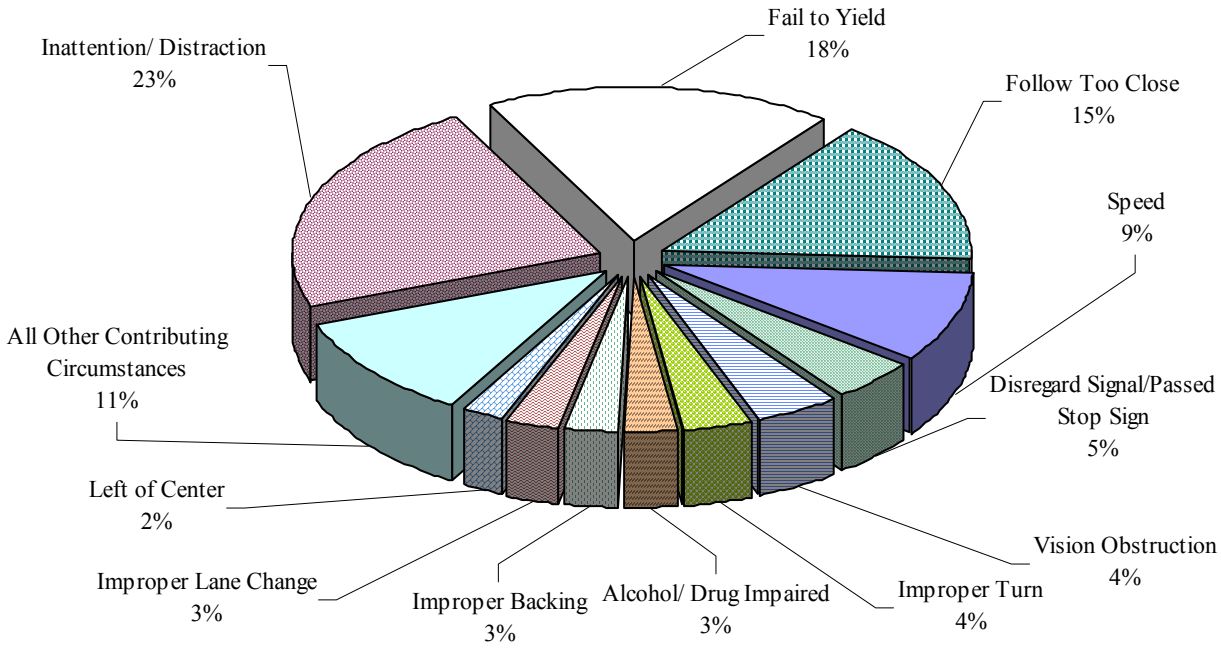

Table 7 shows the most harmful events for fatal single- and multiple-vehicle collisions.

Table 7
Most Harmful Event for Fatal Single and Fatal Multiple Vehicle Collisions: 2001

Single-Vehicle Collisions	Multiple-Vehicle Collisions
Overturn (69.0%)	Angle (24.4%)
Tree (6.3%)	Head On (23.1%)
Embankment (3.2%)	Pedestrian (13.6%)
Immersion (3.2%)	Rear End (10.0%)
Fell and/or Jumped (2.4%)	Angle - Turning (6.3%)
Other Object - Fixed (2.4%)	Side Swiped Opposite (5.0%)
Bridge - Pier, End, Rail (1.6%)	Head On - Turning (4.5%)
Fence (1.6%)	Side Swiped - Same Direction (3.2%)
Fire (1.6%)	Overturn (2.3%)
Injury in Vehicle (1.6%)	Bicyclist (1.8%)
Utility Pole (1.6%)	Utility Pole (1.8%)
Building Wall (0.8%)	Parked Vehicle (1.4%)
Bridge Rail (0.8%)	Other (0.9%)
Guardrail End (0.8%)	Same Direction - Turning (0.9%)
Guardrail Face (0.8%)	Street Light Support (0.5%)
Other - Noncollision (0.8%)	Parked Vehicle on Private Property (0.5%)
Other Object - Not Fixed (0.8%)	
Other Pole (0.8%)	

*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple vehicles involved in a single collision may not have the same most harmful event. In 2001, there were 221 vehicles involved in the 99 fatal multiple vehicle collisions.

Overturn was the leading Most Harmful Event for fatal single-vehicle collisions. Single-vehicle rollovers accounted for 71% of the single vehicle fatalities and 39% of all fatalities in 2001.

Of the 100 people killed in single-vehicle rollovers, 25 (or 25%) were wearing seat belts. Of the 75 people who were killed in single-vehicle rollovers and not wearing a seat belt, 70 (or 93%) were partially or totally ejected from their vehicle.

There was 1 person killed in 2001 where fire/explosion was listed as the most harmful event and 5 people killed in crashes where immersion was listed as the most harmful event. A vehicle is considered immersed if it comes to rest in water where the water level is high enough to enter the engine or passenger compartments. Of the 6 people killed in these crashes, only 2 (or 33%) were wearing seatbelts.